

California Energy Commission
STAFF REPORT

LOCALIZED HEALTH IMPACTS REPORT

Addendum 19 for a Selected Project with a New Location
Awarded Funding Through the Alternative and Renewable
Fuel and Vehicle Technology Program Under Solicitation
PON-13-606 – Electric Vehicle Charging Infrastructure
Projects

California Energy Commission
Gavin Newsom, Governor



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Jonathan Bobadilla
Primary Author

Lindsee Tanimoto
Thanh Lopez
Project Managers

Elizabeth John
Office Manager
ADVANCED FUEL PRODUCTION OFFICE

Kevin Barker
Deputy Director
FUELS AND TRANSPORTATION DIVISION

Drew Bohan
Executive Director

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ADDENDUM 19

The *Localized Health Impacts (LHI) Report for a Selected Project Awarded Funding Through the Alternative and Renewable Fuel and Vehicle Technology Program Under Solicitation PON-13-606* was posted April 11, 2014 (CEC-600-2014-002).¹ This addendum uses the same approach to assess the LHI for projects with location additions. Adopt-A-Charger has proposed to add a new electric vehicle charging station location to those listed in the original LHI report. The newly proposed location is described in Table 1, along with environmental justice (EJ) indicators² (See Appendix A). Charger quantity and type for the new location is similar to the original proposal.

Table 1: Original and New Site Locations Along with EJ Indicators

Grantee	Original Site Locations	New Site Locations	EJ Indicator(s)
Adopt-A-Charger	N/A	Granite Bay State Park 2530 Douglas Blvd Roseville, CA 95661	N/A

Source: California Energy Commission staff

Air Quality and EJ Indicators

The newly proposed electric vehicle charging station does not fall within a nonattainment zone³ for ozone, particulate matter (PM⁴) 2.5, or PM 10. If a project located within a nonattainment zone for air pollution has more than one EJ indicator (shown in Table 1) as detailed in Table 2, it is considered a high-risk community project location, according to the Environmental Justice Screening Method (EJSM).⁵

A comparison of the proposed project location with the state average and staff's EJ indicator thresholds is shown in Table 2. When a project located in a nonattainment zone has more than one EJ indicator category exceeding the threshold, it is considered a high-risk community project location (and colored in red in Table 2). The proposed project location in Roseville does not fall within nonattainment zone and does not meet or exceed any of the EJ indicator

1 Brecht, Patrick, Jennifer Allen, and Lindsee Tanimoto. 2014. *Localized Health Impacts Report*. California Energy Commission, Fuels and Transportation Division. Publication Number: CEC - 600 - 2014 - 002.

2 EJ indicators developed by the U.S. Environmental Protection Agency (EPA), Office of Policy. Available at <https://www.epa.gov/ejscreen/environmental-justice-indexes-ejscreen>

3 Nonattainment zones are areas designated by the California Air Resources Board (ARB) with at least one violation of an air quality standard for pollutants within the last three years, as of June 2017.

4 "Particulate matter" is unburned fuel particles that form smoke or soot and stick to lung tissue when inhaled. The numbers stand for microns in diameter.

5 California Air Resources Board (ARB), *Air Pollution and Environmental Justice, Integrating Indicators of Cumulative Impact and Socio-Economic Vulnerability Into Regulatory Decision-Making*, 2010. (Sacramento, California) Contract authors: Manuel Pastor Jr., Ph.D., Rachel Morello-Frosch, Ph.D., and James Sadd, Ph.D.

thresholds. According to staff's assessment, the proposed new site location in Roseville is not considered a high-risk community project location.

Table 2: EJ Indicator Categories by Project City

	Below Poverty Level (2012- 2016)	Black Persons (2010)	American Indian and/or Alaska Native (2010)	Asian and/or Pacific Islander (2010)	Persons of Hispanic or Latino Origin (2010)	Persons Under 5 Years of Age (2010)	Persons Over 65 Years of Age (2010)	Unemployment (April 2018)
California	15.8%	6.2%	1.0%	13.0%	37.6%	6.8%	11.4%	4.2%
EJ Indicator Threshold	>15.8%	>30%	>30%	>30%	>30%	>26.8%	>21.4%	>4.2%
Roseville	6.9%	1.8%	0.4%	13.4%	8.2%	6.4%	10.8%	3.1%

Source: California Energy Commission, Employment Development Department, and U.S. Census Bureau

Location Analysis and Community Impacts

The proposed charging station location and the EJ indicators used are comparable to the original LHI report. The charger quantity and type, along with the estimated gasoline gallons displaced are similar to the original proposal. The anticipated impact to the community where the charging stations will be located remains positive in terms of cleaner air and anticipated greenhouse gas reductions.

APPENDIX A:

Localized Health Impact Report Assessment Method

This LHI Report assesses the potential impacts to communities from projects proposed to receive ARFVTP funding. This report is prepared under the *California Code of Regulations, Title 13, Motor Vehicles, Chapter 8.1 (CCR § 2343)*:

“(6) Localized health impacts must be considered when selecting projects for funding. The funding agency must consider EJ consistent with state law and complete the following:

(A) For each fiscal year, the funding agency must publish a staff report for review and comment by the public at least 30 calendar days prior to approval of projects. The report must analyze the aggregate locations of the funded projects, analyze the impacts in communities with the most significant exposure to air contaminants or localized air contaminants, or both, including, but not limited to, communities of minority populations or low-income populations, and identify agency outreach to community groups and other affected stakeholders.

(B) Projects must be selected and approved for funding in a publicly noticed meeting.”

This LHI Report is not intended to be a detailed environmental health impact analysis of proposed projects nor is it intended to substitute for the environmental review conducted during the California Environmental Quality Act review. This LHI Report includes staff’s application of the EJSM developed by the EPA to help identify projects located in areas where social vulnerability indicators, greatest exposure to air pollution, and its associated health risks are present.

To determine a high-risk community project location, data from ARB, U.S. Census Bureau, and other public agencies are compared to the EJ indicators within that location. The proposed project location must meet a two-part standard as follows:

Part 1:

- Communities located within a nonattainment zone for ozone, PM 2.5 or PM 10; as designated by the California Air Resources Board

Part 2:

- Communities having more than one of the following EJ indicators for (1) minority, (2) poverty, (3) unemployment, and (4) Age. The EJ indicators are defined by staff as:
 - 1) A minority subset represents more than 30 percent of a given city’s population.
 - 2) A city’s poverty level exceeds the state average poverty level.

- 3) The city (or county if city data is unavailable) unemployment rate exceeds the state average unemployment rate.
- 4) The percentage of people living in a city who are younger than 5 years of age or older than 65 years of age is 20 percent higher than the state average for persons under 5 years of age or over 65 years of age.